

# TECHNET TIMES

HYUNDAI | NEW THINKING. NEW POSSIBILITIES.

VOL. 23, ISSUE 06

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PUBLISHED BY THE NATIONAL SERVICE TRAINING & SUPPORT DEPARTMENT

## Calling Techline? Check your HTSS Links First

On many occasions, the advice you will receive from a Techline Agent will be exactly what you may have found in the links provided by the HTSS GDS application. Actually, that is the ideology behind HTSS. The information placed there is based on years of Techline experience and is designed to replace those initial calls to Techline.

The initial encounter with a Techline Agent requires 2-3 minutes just to transfer your ID, Dealer info and VIN to the Agent. This step and maybe the call altogether can be avoided by reviewing all of the links from your HTSS case. We have even added

mouse rollover functionality so you can see a link's contents without having to open it. Remember, our goal is to save you time along the way to fixing the vehicle.

It is being reported daily by technicians that HTSS links are useful around 60% of the time. Occasionally, a rare condition will not have links, but the bulk of the cases deemed "not helpful" generally involve situations when the fix information is common knowledge to experienced techs; so HTSS is not needed.

As always, HTSS does not know your particular skill level so you may already be familiar with the fix. If so, just close the pop-up and move on. Realize though, that HTSS is continually being updated; so your knowledge base needs to be up to date.

Our Techline staff will be implementing new procedures within the next month. When you call on a vehicle, make sure that you view the HTSS links before calling and note your case number. The Hyundai Techline Policies and Procedures PDF (available continued on page 12

# TechNet Times Chats with a Hyundai Veteran

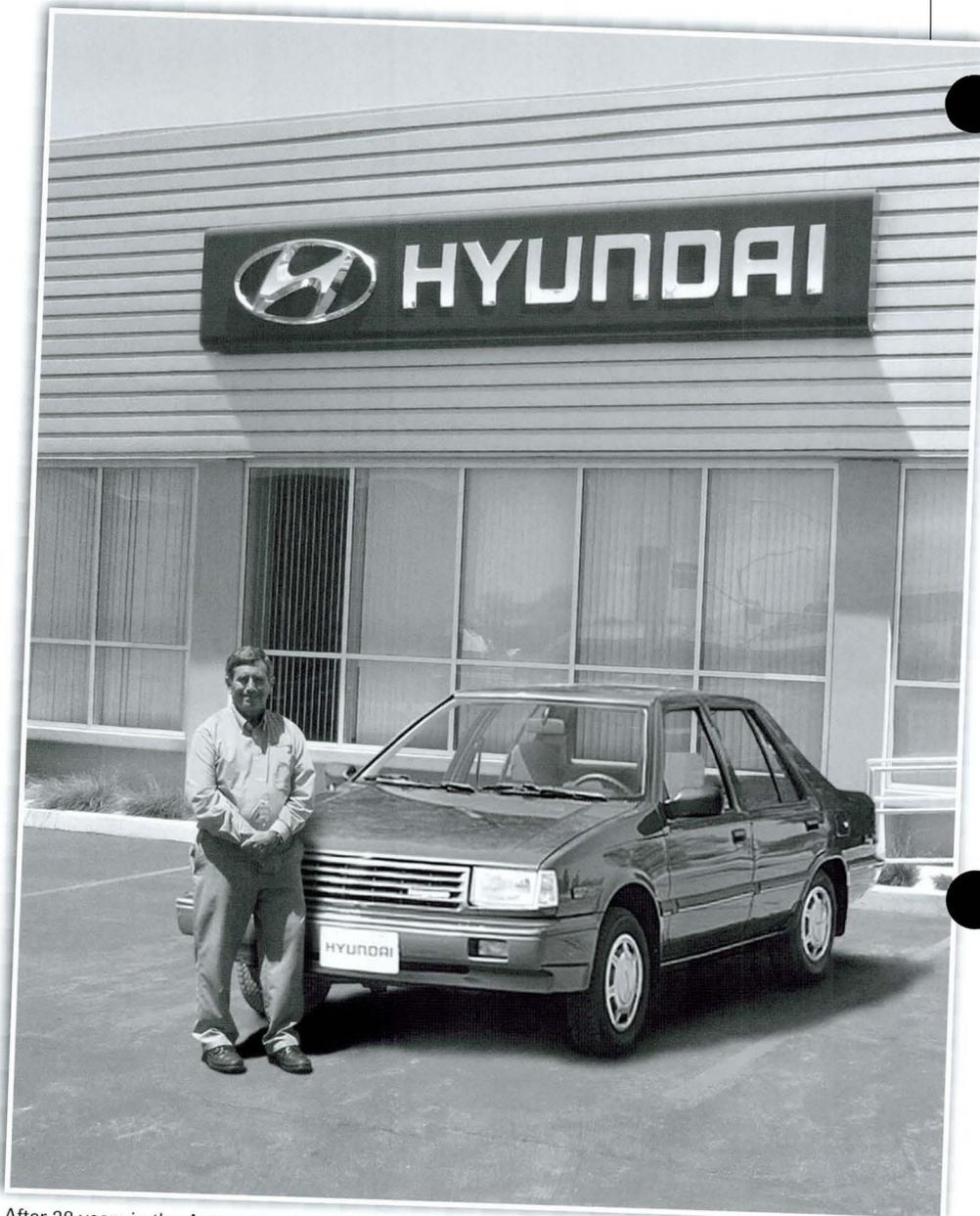
**TECHNET:** HYUNDAI Pete, you have been with Hyundai for over 25 years. How long is your total time in the automotive industry?

**PETE:** I started off as a teacher 38 years ago — has it been that long? Man, time flies! I quickly expanded my responsibilities to include Field Service Engineer and training instructor. Those positions led to my time as a Field Operations Manager. My whole career has been spent with manufacturers, but those experiences included plenty of time out in the field. After 12 years in, a couple of guys I attended college with suggested I apply at Hyundai Motor America. I was hired as course designer and worked my way to my current position as Sr. Group Manager overseeing Technical Training and Dealer Support. It has been a great ride.

**TECHNET:** HYUNDAI What are the biggest changes you have seen in automotive repair during that time?

**PETE:** Without a doubt, the integration of computing power into automotive systems has been the game changer. The first injection control systems had the same computing power as Apollo 11 had 15-20 years earlier. In comparison, a smart phone has 1,000,000 times the memory and computing power. Maybe today's onboard computers rival the whole mission control center of the 1960's. It's really astounding.

The digital world has transformed our technicians from mechanical diagnosticians to electronics troubleshooters.



After 38 years in the Automotive Industry, Pete Egus, Hyundai's Sr. Group Manager for Service Training & Technical Support is retiring. We caught up with Pete for a few of his thoughts.

Any technician today must master electrical theory and the use of diagnostic tools. Few technicians use an oscilloscope, but they can prove quite valuable in some diagnostic situations.

Hyundai's HTSS application for the GDS is another groundbreaking resource. Sifting through the multiple ETM and Shop Manual pages has been sidestepped with HTSS. The data appears after one login and a click. HTSS is so new that it is still evolving and we likely haven't even tapped a third of its potential time-saving power.

**TECHNET:** <sup>HYUNDAI</sup> What advice can you offer to new technicians?

**PETE:** As I mentioned, electrical and electronic knowledge will be the pathway for good work. Also, the wise technicians will take full advantage of time-saving programs like HTSS. The Symptoms feature of the program can really lead a tech right to the heart of a condition. I would like to see Symptoms used more as a resource by technicians. It is easy to access from a button right on the GDS. It's helpful when a condition does not set an active code.

**TECHNET:** <sup>HYUNDAI</sup> You were the originator of TechNet Times. Where should we take the newsletter next?

**PETE:** The goal is to get service information and knowledge into the hands of those who need it the most. Currently, each Dealer receives two printed copies. Hopefully, those are circulated and fully reviewed by the Service Department personnel. Additionally, "TNT", as we call it, is available in searchable back issues at [www.HyundaiTechInfo.com](http://www.HyundaiTechInfo.com). We may move to a completely digital version in the future that can be read on

*The digital world has transformed our technicians from mechanical diagnosticians to electronics troubleshooters. Any technician today must master electrical theory and the use of diagnostic tools.*

A second observation is that those who have advanced their careers knew how to work with people. Whether in the corporate environment or in the dealership, there is no substitute for kindness, patience and the effort to understand the other person's point of view. From the customer to the service advisor, fellow techs to the warranty clerk, everyone will flourish better if they can get along and serve each other.

**TECHNET:** <sup>HYUNDAI</sup> What changes do you see on the horizon?

**PETE:** I can see a day when a service appointment occurs simultaneously with the need for service. Parts will be on hand and service orders written before the customer arrives. I don't think in my lifetime we will get to common hovercrafts like science-fiction has envisioned, but alternative fuels and self-monitoring cars are already well-developed concepts. There will always be the need for competent repair personnel. It will be quite awhile before a truly "unbreakable" vehicle will be developed.

tablets and smart phones in addition to printed and digital versions accessed through the GDS. As more and more shops offer a wireless internet work environment, which is virtually a mandatory business requirement today, TechNet Times will become accessible from multiple streams.

**TECHNET:** <sup>HYUNDAI</sup> Any last words?

**PETE:** Hyundai has been a terrific employer. During my work life, our cars have gotten better and better. It has been my job to make sure our technician population has kept up with all the changes. Recently, we have shown well in the World Skills Competition in Korea. Perhaps, that is a positive reflection on the overall growth in competence and knowledge among our technicians at-large. At the end of the day, there is only one measure that we can all grade ourselves by, that is Fixed Right the First Time. If any person connected in any way with Hyundai Service understands that, the customer will be best served and everyone will benefit. Keep your eyes on the prize, FRFT!

# North American Concept Vehicle of the Year Awards

Hyundai received the 2013 “Concept Car of the Year” award for the HCD-14 Genesis Concept. The vehicle was also awarded the “Most Significant Concept Vehicle of the Year” title for scoring the highest among the category winning concepts. HCD-14 debuted Hyundai’s design direction for future premium vehicles at the North American International Auto Show in Detroit earlier this year.

The twelfth annual North American Concept Vehicle of the Year Awards recognize those vehicles most likely to shape the future of the automobile industry. This marks the second time Hyundai has received an award, having been named “Production Preview Concept Vehicle of the Year” in 2008 for the Genesis Coupe.

According to juror Bob Kroupa, one of the Principals of the Automotive Writers Group, “Hyundai’s HCD-14 introduces future premium vehicle design, advanced 3-D gesture-based technology controls and spirited driving dynamics. Its rear hinged back doors and fastback coupe design, add to the WOW factor.”

The “Concept Car” category recognizes those vehicles intended for carrying passengers. HCD-14 beat out competitors in this category including the Honda EV-STER and Toyota Corolla Furia. The Hyundai concept was recognized for its state-of-the-art features and enhanced driver experience. HCD-14 Genesis reveals the technological future of Hyundai’s premium line-up with driver eye-tracking and hand-gesture recognition, thumb controls or gesture recognition used to select navigation, infotainment, audio, HVAC, and smartphone connectivity functions.

“Hyundai’s California Design Center has been turning out some impressive work, and I think the HCD-14 is one of their best,” said Chris Poole, juror and Editor-at-Large for Chicago-based Consumer Guide Auto.

“The ultra-clean coupe-like styling has both flair and presence, and I like the grille; it reminds me of certain early Ferraris. The interior is wild, but I applaud the lack of a center

stack—provided Hyundai has figured out new controls that are at least as user-friendly. If the next production Genesis is anything like this stunner, I say, bring it on!”

More than two dozen jurors participated in a selection process that involved a total of 23 vehicles, each introduced to North America during this season’s auto shows in Los Angeles, Detroit, Chicago, Toronto, and New York.



“It’s exciting to see the overwhelming positive response and feedback we have received for the HCD-14 Genesis Concept,” said Chris Chapman, chief designer, Hyundai Design, North American Design Center. “HCD-14 Genesis provides a glimpse of Hyundai’s future and showcases the emphasis we are placing on driving dynamics and technology. Winning the ‘Concept Car of the Year’ validates our design intuition as we take our premium line-up to the next level of sophistication in styling and technological prowess.”



# Field Success Story

**MODEL: GENESIS SEDAN**

**MODEL YEAR: 2011**

**SUBJECT:**

Touchscreen Navigation Controls Not Functioning

**CONDITION:**

Customer states the navigation will not go past "agree" and cannot change radio stations.

- When the navigation disclaimer screen comes up technician pressed "Agree" and the system beeped but nothing else happened.



- FM/AM and XM buttons worked, but radio stations could not be changed once on the associated screens
- Map/Voice, Dest, and Route buttons do nothing when pressed.



- Technician performed touch screen calibration per TSB# 11-BE-015.



- After calibration, now able to press "Agree".



- Map data appeared
- Map/Voice, Dest, and Route buttons all functioned correctly



continued on page 6

## Field Success Story

continued from page 5

- Now able to change radio channels



## Navigational Touch Screen Recalibration

### DESCRIPTION:

This portion of the article describes the procedure to recalibrate the navigation touch screen.

### APPLICABLE VEHICLES:

Elantra (MD/UD), Tucson (LM), Genesis Coupe (BK), Sonata (YF), Genesis (BH). Santa Fe (CM) with touch screen navigation only.



### SERVICE PROCEDURE:

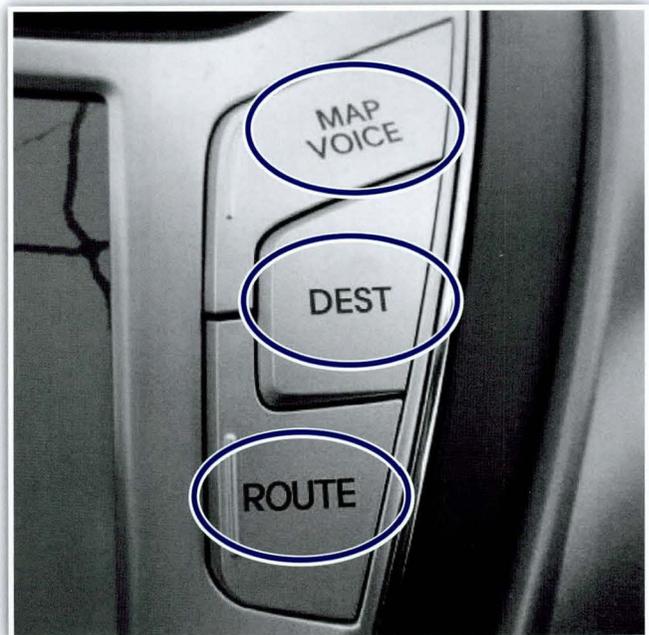
1. Press "Agree".

**NOTE** All pictures are from an Elantra (UD/MD)

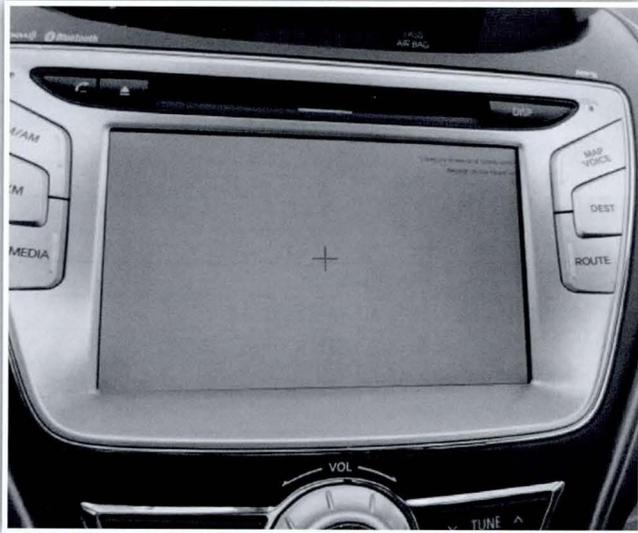


2. Press the following sequence:

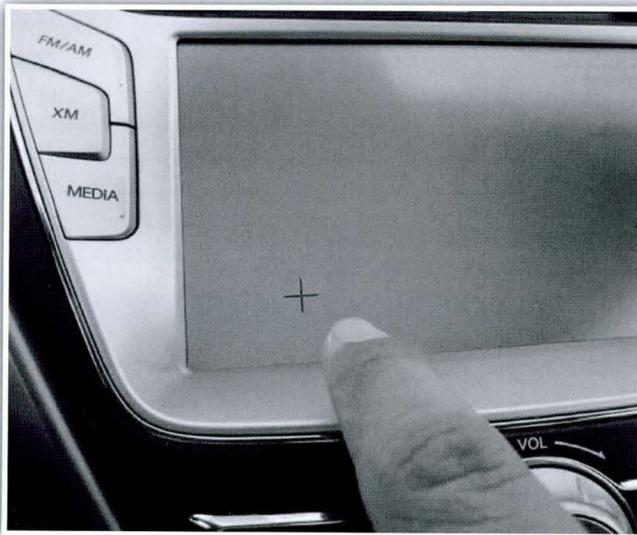
- A. MAP VOICE x2 (press twice)
- B. DEST x2 (press twice)
- C. ROUTE x2 (press twice)
- D. MAP VOICE x1 (press once)
- E. DEST x2 (press twice)
- F. ROUTE x2 (press twice)
- G. Repeat steps "d-f" above until you see "+" on the screen



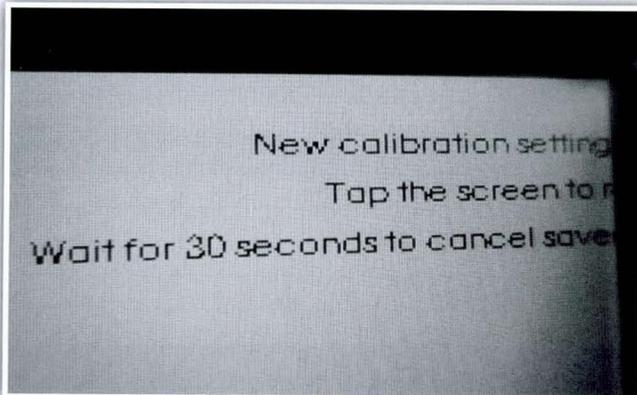
3. If successful, the screen shown below will appear.



4. Press and hold "+" until it moves. Repeat until "+" disappears.

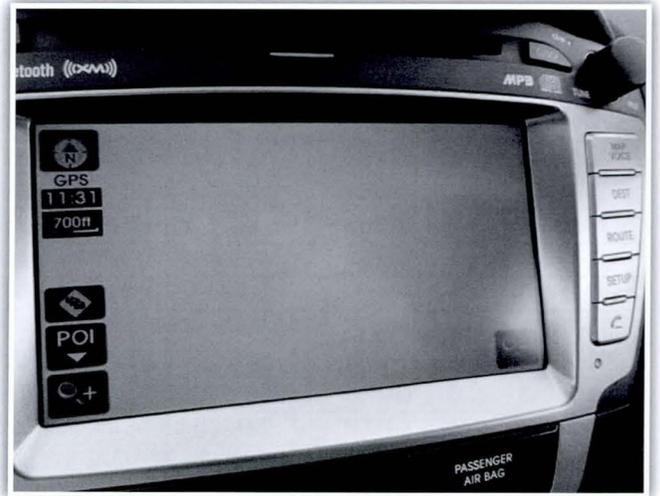


5. After "+" disappears press the screen once to save setting within 30 seconds.



**WARNING** Press screen within 30 seconds to save settings.

6. Screen may momentarily be blank. Wait until the map is fully loaded



7. Check all touch screen functions.



# Service Bulletins and Campaigns

A listing of all Technical Service Bulletins and Campaign Bulletins released January – June 2013

Campaign Bulletins		
13-01-001	JANUARY	2013 VELOSTER (FS) IPM SOFTWARE UPDATE (SERVICE CAMPAIGN TN7)
13-01-002-1	MARCH	2013 SANTA FE SPORT MDPS UPDATE (SERVICE CAMPAIGN TN8)
13-01-003	JANUARY	VELOSTER REAR BRAKE CALIPER (SERVICE CAMPAIGN TN9)
13-01-004	JANUARY	VELOSTER REAR BRAKE CALIPER CABLE GUIDE (RECALL 107)
13-01-005-2	FEBRUARY	PANORAMA SUNROOF MOVING GLASS ASSEMBLY (RECALL 108) (REVISED)
13-01-006-1	MARCH	VI EQUUS, BH GENESIS BRAKE FLUID REPLACEMENT (SERVICE CAMPAIGN TL6)
13-01-007	MARCH	SANTA FE SPORT CLUSTER REFLASH (REVISED TO INCLUDE RETAIL VEH'S (SERVICE CAMPAIGN TN6)
13-01-008	MARCH	FUEL PUMP NOISE SERVICE PROCEDURE (SERVICE CAMPAIGN TM5)
13-01-009	MARCH	VELOSTER (FS) VEHICLE TRACKING (SERVICE CAMPAIGN TM0)
13-01-010	MARCH	ELANTRA SEDAN & COUPE FRONT BRAKE PAD (SERVICE CAMPAIGN TM3)
13-01-011	MARCH	ELANTRA SUNVISOR DEFLECTION IMPROVEMENT (SERVICE CAMPAIGN TN1)
13-01-012	MARCH	GENESIS COUPE SHIFT LEVER KNOB INSPECTION (SERVICE CAMPAIGN TN2)
13-01-013	MARCH	GENESIS COUPE (BK) 3.8L ECM UPDATE (SERVICE CAMPAIGN TM8)
13-01-014	MARCH	GENESIS COUPE (BK) 2.0L TURBO ECM UPDATE (SERVICE CAMPAIGN TM7)
13-01-015	MARCH	TUCSON (LM) ECM & TCM UPDATE (SERVICE CAMPAIGN TM9)
13-01-016	MARCH	2013 VELOSTER (FS) 1.6L ECM & TCM UPDATE (SERVICE CAMPAIGN TN0)
13-01-017	MARCH	2013 MY ELANTRA (MD) (SERVICE CAMPAIGN TN3)
13-01-018	MARCH	AZERA (HG) 3.3L ECM UPDATE (SERVICE CAMPAIGN TN5)
13-01-019	MARCH	AUTOMATIC TRANSAXLE TCM UPDATE (SERVICE CAMPAIGN TM6)
13-01-020	MARCH	VELOSTER SOFTWARE UPDATE (NON-NAV) (SERVICE CAMPAIGN TM2)
13-01-021-2	MAY	STOP LAMP SWITCH REPLACEMENT (RECALL 110)
13-01-022-1	APRIL	ELANTRA HEADLINER DEALER STOCK & RETAIL (RECALL 109)
13-01-023	MAY	2013 SANTA FE HEADLINER & SHADE GAP FIX (SERVICE CAMPAIGN TP1)
13-01-024	JUNE	2013 SANTA FE OIL PAN INSPECTION AND REPLACEMENT (SERVICE CAMPAIGN TP2)
AT - Automatic Transaxle		
13-AT-001	JANUARY	SHIFT LEVER DIAGNOSIS
13-AT-002	MAY	GENESIS, GENESIS COUPE, EQUUS SOLENOID DTC
13-AT-003	FEBRUARY	VELOSTER DCT LEARNING PROCEDURE
13-AT-004	FEBRUARY	ACCENT STARTER GRINDING NOISE
13-AT-005-1	MARCH	AUTOMATIC TRANSAXLE HARSH DELAYED UPSHIFT – GDS ANALYSIS
13-AT-006	MARCH	6AT ATF LEVEL CHECK
13-AT-007	APRIL	STALL TEST PROCEDURE
13-AT-008	APRIL	6AT SOLENOID
13-AT-009	MAY	AUTOMATIC TRANS HARSH AND/OR DELAYED SHIFT
13-AT-010	JUNE	BH, BK, VI TCM UPDATE
13-AT-011	JUNE	ATF SPECIFICATION
BD - Body		
13-BD-001	JULY	FRONT SEATBACK RECLINER RESET
BE - Body Electrical		
13-BE-001	JANUARY	MULTI-MEDIA INTERFACE TESTER (M.I.T)
13-BE-002	FEBRUARY	GENESIS STEERING COLUMN TILT & TELESCOPE
13-BE-003-1	MARCH	BACKUP CAMERA AND CAMERA MODULE COMPATIBILITY
13-BE-004	MARCH	SONATA FAN SPEED LOGIC CHANGE FOR VOICE RECOGNITION
13-BE-005	APRIL	USB MEMORY STICK MAP UPDATE REPL
EE - Engine Electrical		
13-EE-001	JANUARY	STARTER MOTOR LEVER REPLACEMENT
13-EE-002	JUNE	SANTA FE OVERHEAD CONSOLE LAMP

FL - Fuel		
13-FL-001	APRIL	DTC P0605 AND ACCOMPANYING DTC(S) DIAGNOSTIC PROCEDURE
13-FL-002	APRIL	ECT THROTTLE BODY CLEANING
13-FL-003	MAY	FUEL SENDER INSPECTION PROCEDURE
13-FL-004	JUNE	HEV MULTI-ECU UPDATE (VERSION-2)
13-FL-005	JUNE	ECM UPDATE - MIL ON DTC P0456/P0461/P050A
GI - General Information		
13-GI-001	APRIL	LABEL REQUIREMENTS FOR VEHICLE LOADING TO COMPLY WITH FMVSS 110
HA - Heating, Air Conditioning		
13-HA-001	FEBRUARY	AC PRESSURE TRANSDUCER SERVICE PRECAUTION
13-HA-002	APRIL	AC COMPRESSOR REPAIR PROCEDURE (PULLEY, DISC & HUB REPLACEMENT)
SS - Suspension System		
13-SS-001	JANUARY	ALIGNMENT SPECIFICATIONS - 2013MY

## Browser Compatibility on TACS

Occasionally, technicians cannot save their progress in a course taken on TACS. This is likely due to browser incompatibility. TACS operation requires Internet Explorer 8. You can check your browser version by opening Internet Explorer and once it's open, press the F1 key. Your version information and help guide will open in a new window.

Launch your browser. Hit the F1 key...  
and if you do not see *Internet Explorer 8*,  
then the web course will not run properly.

The screenshot shows two overlapping windows of Internet Explorer 8. The background window displays the TACS (Training & Certification System) login page. A circular callout on the page says "New to TACS? CLICK HERE". The foreground window is a help window titled "Getting started with Internet Explorer 8", which is circled in blue. A blue arrow points from the text box above to this help window. At the bottom of the browser window, a warning message reads: "\*\*BROWSER WARNING MESSAGE\*\* Please be aware that the web courses on the TACS website are only compatible with the Internet Explorer browser, versions 6, 7 & 8. The use of any other browser when accessing web content will prevent the recording of your progress and/or completion of the course." Below the warning are links for "Forgot My Password" and "Create My Profile".

# Fix-It-Right

## ECM UPDATE - P0300, P0456 DTC LOGIC

### DESCRIPTION:

This article provides information related to the ECM software update of some 2009~2010MY GENESIS SEDAN (BH) 4.6L vehicles which experience a malfunction indicator lamp illuminated with the ECM (Electronic Control Module) system-related DTC P0300 or P0456:

- P0300 Random/Multiple Cylinder Misfire Detected
- P0456: Evaporative Emission System-Leak detected (very small leak)

### APPLICABLE VEHICLES:

- 2009~2010MY GENESIS SEDAN (BH) 4.6L

### ECM ROM ID INFORMATION:

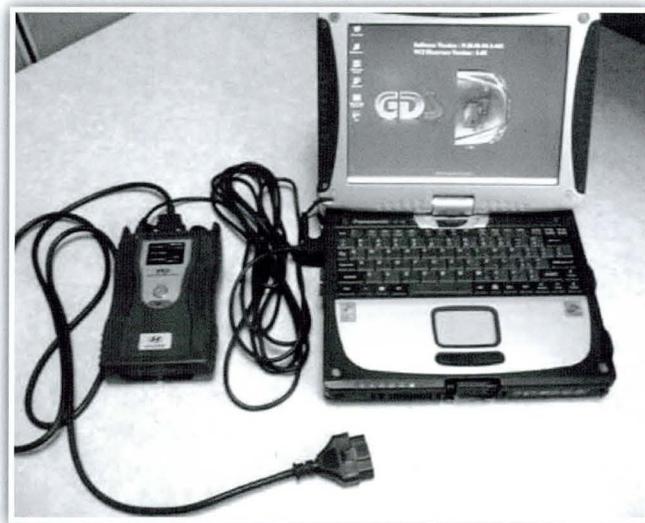
**NOTE:** This article applies if the vehicle ROM ID is listed in the PREVIOUS column of the ROM ID Table below. The ROM ID in the NEW column was the latest available ROM ID at the date of this publication, however, you may select a later event number if one is shown in the GDS ECM update list, even if it describes another issue. This would generate a more recent ROM ID than shown below, but would also include the update from this article.

MY	ECM P/N	PREVIOUS ROM ID	NEW ROM ID
09MY	39110-3F270	GBH-9N6AFS1-C100 GBH-9N6AFS3-C100 GBH-9N6AFS4-C100	GBH-9N6AFS2-C100
10MY	39110-3F271	GBH-AN6AFS1-C100	GBH-AN6AFS2-C100
10MY R/C	39110-3F272	GBH-AU6AFS0-C100	GBH-AU6AFS1-C100

### GDS SYSTEM AND ECM UPDATE PRECAUTIONS:

**CAUTION:** Please verify the following items before performing the ECM update:

- Make sure the vehicle's battery has reasonable charge. If the vehicle has been in storage, run the engine to ensure an adequate battery charge state for reliable update results. The ECM Update procedure contains a check to verify that battery voltage is above 12 volts to allow the procedure to occur.
- The USB cable must be used for ECM Update between the GDS and VCI. The procedure will not work in VCI wireless mode.



- Make sure the GDS laptop battery indicator in the lower right tray icons has 50% or more charge (half bar on the battery symbol). Charge the laptop battery with the AC adaptor cable if the charge is less than 50%.
- Turn off all lamps (do not leave head lamp switch in auto mode) and all accessories (including heater, A/C, blower, radio, seat warmer, defroster, etc.) to prevent battery discharge during the update.
- Perform update with the ignition switch in the ON position.
- Be careful not to disconnect any cables connected to the vehicle or scan tool during the update.
- Do not start the engine during update.
- Do not turn off the ignition switch during update

**NOTE:** Make sure you have performed the most recent GDS and VCI Internet Updates to assure you have the latest available ECM Update events.

**NOTE:** If you encounter GDS related problems call GIT Helpline at 888-437-0308 for assistance.

### GDS AUTO MODE ECM UPDATE PROCEDURE:

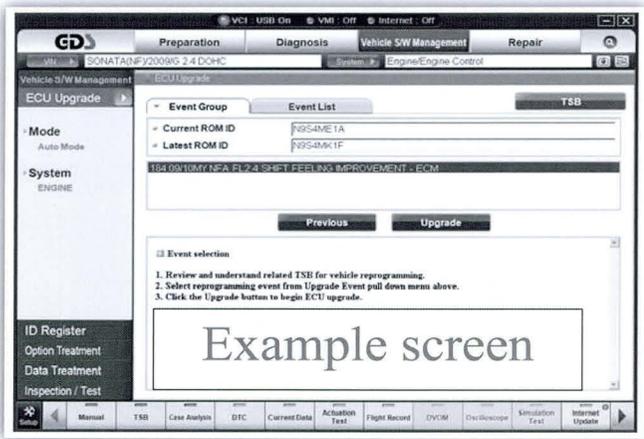
1. Turn the vehicle's ignition key to the ON position.
2. Select **ECU Upgrade** on the initial GDS home page screen. If you are not at the home page double click at GDS at top left of the screen to go back to home page.

- GDS will automatically determine the vehicle information based on the VIN it reads from the vehicle's ECM, then select **Engine Control** as system and **OK**.
- Select **Auto Mode** then **ENGINE** then **OK** so the **ROM ID** will be read:



- After reading the ROM ID if there is an available update it will display a screen like that shown below with the available updates for the vehicle. Select the Upgrade Event: "**210.09~10MY BH 4.6 ECM UPDATE.**" or any later (higher) event number that shows in the GDS list for any other issue.

**NOTE:** This screen is example only. The GDS will show your vehicle, its current ROM ID and latest ROM ID for update based on the event that you select. Select the most recent available (highest) event number in the list, even if it describes a different issue as it will ensure the vehicle receives the latest available updates.



**NOTE:** An error message may appear if the ECM Update had already been completed or is not available for your vehicle.

- After selecting the **Upgrade** button the vehicle battery voltage is checked to make sure it is at least 12 volts, which is required to ensure reliable update results. Select **OK** if the results indicate voltage is above 12 volts.

**CAUTION: If voltage is below 12 volts, then select Cancel and run the engine at idle for at least 10 minutes to ensure an adequate battery charge state for reliable update results.**

- Updating will occur until 100% is reached on the bar graph, then the confirmation screen will be displayed. Turn the **ignition key OFF for 10 seconds then place it back in the ON position** followed by select **OK**.
- Select **OK** on the final screen, which indicates update is complete. Check for and **erase any DTC** found in each system including **ENG, A/T, ESC,** and other systems that can occur due to temporary CAN communication loss during the ECM update.
- Start the engine to confirm proper operation of the vehicle.

### GDS MANUAL MODE ECM UPDATE PROCEDURE:

**NOTE: Manual Mode ECM Update is intended to be used only if Auto Mode ECM Update had failed after the progress bar began during the update.**

**IMPORTANT: You must reset the ECM by disconnecting the ECM connectors for 10 minutes and then reconnecting them before trying the Manual Mode ECM Update.**

- Turn the vehicle's ignition key to the ON position.
- Within the **ECU Upgrade** screen, select **ENGINE, Manual Mode,** and then select the Upgrade Event: "**210.09~10MY BH 4.6 ECM UPDATE.**" or any later (higher) event number that shows in the GDS list for any other issue.
- Select the appropriate control unit part number with reference to the ROM ID Information Table and then perform **Upgrade**.
- Enter the **Event password** from the table below and then select **OK**.

MENU	PASSWORD
BH 4.6 09MY : 39110-3F270	3270
BH 4.6 10MY : 39110-3F271	3271
BH 4.6 10MY R/C : 39110-3F272	3272

- Remaining steps are identical to steps 6-9 of the above Auto Mode procedure

### WARRANTY CLAIM INFORMATION:

OP CODE	OP NAME	OP TIME	CAUSAL P/N	NATURE	CAUSE
39110F4E	ECM Upgrade	0.3 M/H	09MY: 39110-3F270 10MY: 39110-3F271 11MY: 39110-3F272	N69	C40

## Calling Techline?

continued from page 1

at HyundaiTechInfo.com) lists your HTSS case number as the primary piece of reference data you need before making a call. Techline Agents will review HTSS cases linked to the particular VIN that you are calling about.

We have other plans in the works to make HTSS even more powerful. In the meantime, using our Symptoms links, which are accessible from the GDS VIN Search

page, can help you when an active DTC is not present on the vehicle. Using HTSS regularly now, will build your familiarity with what HTSS offers. Logging in when it pops up on your GDS will set you up to take full advantage of what comes next.

Keep in mind that HTSS requires an active internet connection. If the functionality of your shop internet is limited or is hampered by firewalls, make sure you alert your Service Manager of the situation. You could be missing out on the powerful assistance that HTSS provides.

## TechNet *Tips*

### Power Steering Fluid Interchangeability:

■ PSF-4 to PSF-3	Topping off or adding up to 50% PSF-4 (blue/green) to a PSF-3 (red) system is acceptable.
<b>Note:</b> Do not add more than 50% of the total system volume of PSF-4 to PSF-3. The PSF-3 fluid should be drained and replaced with PSF-4 power steering fluid.	
■ PSF-3 to PSF-4	Not compatible. (Do not add PSF-3 to a PSF-4 system.)

### Caution

■ Always replace TMU with a brand new part.	■ Never swap TMU between vehicles.	■ Never swap TMU for testing purposes.
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## TECHNET TIDBIT

### Did You Know?

Back issues of TechNet Times are available at HyundaiTechInfo.com under the Technical Training Tab listed as "TechNet". You can then browse issues by volume and issue number. The "Detail Search" function on the website will deliver the issues containing keywords that you type into your search.

## TechNet Times

Volume 23 Issue 6

August 2013

TechNet Times is published monthly by Hyundai Motor America's National Service Training & Support Department for Hyundai Dealership Technicians. The subjects covered in this publication are often one of a kind items, but they may help you to solve similar incidents. In all cases, the diagnostic procedures recommended in the Shop Manuals should always be performed first.

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